



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2005-22

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2005-01			
2004-26-09		Rolls-Royce Corporation	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S, and -C20W Series Turboprop and Turboshaft
2004-26-11 2005-01-04	S 98-15-13	Bell Helicopter Textron Canada Raytheon Aircraft Company	Rotorcraft: 222, 222B, 222U, 230, 430 65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1, (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-01-10 2005-01-11	S 74-06-01	The New Piper Aircraft, Inc Pilatus Aircraft Ltd.	PA-23-235, PA-23-250, and PA-E23-250 PC-12 and PC-12/45
Biweekly 2005-02			
98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-14 2005-01-17 2005-01-18	S 2002-21-16 S 98-03-14 S 93-25-07	Bombardier-Rotax GmbH EXTRA Flugzeugbau GmbH Raytheon Aircraft Company	Engine: 912 F, 912 S, and 914 F Series Reciprocating EA-300 and EA-300/S A100-1 (U-21J), 200, B200, A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC-12F), B200C (UC-12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders
2005-02-01		The Lancair Company	LC40-550FG and LC42-550FG
Biweekly 2005-03			
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100-1 (U-21J), 200, B200, A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C-12F), B200C (UC-12F), B200C (UC-12M), B200CT, 300, B300C, and B300C
2005-02-11 2005-03-04	COR	Gippsland Aeronautics Pty. Ltd. Pacific Aerospace Corp., Ltd.	GA8 750XL
Biweekly 2005-04			
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-07 2005-03-08 2005-03-09		Bell Helicopter Textron Canada Eurocopter France Eurocopter France	Rotorcraft: 407 Rotorcraft: AS350B, BA, B1, B2, B3, C, D, D1, and EC130 B4 Rotorcraft: EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2005-03-10 2005-04-09	S 2002-08-54 S 2004-26-11	Bell Helicopter Textron Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230 Rotorcraft: 222, 222B, 222U, 230, and 430

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AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2005-05			
2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5()/T10282()
2005-04-10		General Electric Company	Engine: CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and "402 turboshaft
2005-04-16		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-05-51	E	Cessna Aircraft Company	402C and 414A
2005-05-52	E, S 2005-05-51	Cessna Aircraft Company	402C and 414A
2005-05-53	E	Cessna Aircraft Company	172R, 172S, 182T, and T182T
2005-05-53 R1	E, R, S 2005-05-53	Cessna Aircraft Company	172R, 172S, 182T, and T182T
Biweekly 2005-06			
2005-05-14		Eagle Aircraft (Malaysia)	Eagle 150B
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turboprop
2005-06-01		Eurocopter France	Rotorcraft: EC 155B and EC 155B1
Biweekly 2005-07			
2005-05-52	FR, S 2005-05-51 and 2000-23-01	Cessna	402C and 414A
2005-05-53 R1	R, 2005-05-53	Cessna	172R, 172S, 182T, and T182T
2005-06-13	S 99-0602	Fairchild Aircraft, Inc.	SA226-AT, SA226-TC, SA226-T, SA226-T(B), SA227-TT, SA227-TT(300), SA227-AC, SA227-AT, SA227-BC, and SA227-CC/DC
2005-07-01		Cessna	208 and 208B
Biweekly 2005-08			
83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-07-01	COR	Cessna	208 and 208B
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: Model 312 Seats
Biweekly 2005-09			
2005-08-06		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-07		Pilatus Aircraft Limited	Sailplane: B4-PC11, B4-PC11A, and B4-PC11AF
2005-08-12		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-13		Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-800B
2005-08-14		LET a.s.	Sailplane: Blanik L-13 AC
2005-09-51	E	Turbomeca S.A.	Engine: Arrius 2F Turboshaft
Biweekly 2005-10			
2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel regulator shutoff valve
2005-08-06	COR	Centrair	Glider: 101 Series
2005-09-05		Eurocopter France	Rotorcraft: EC120B
2005-09-06		Agusta S.p.A.	Rotorcraft: A119
2005-09-07		Agusta S.p.A.	Rotorcraft: A109E
Biweekly 2005-11			
2005-09-51	FR	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-10-12		Schweizer Aircraft Corporation	Rotorcraft: 269C, C-1, and D
2005-10-13		Rolls-Royce Corporation	Engine: 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft
2005-10-14	S 2004-01-51	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2005-10-23		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Glider: DG-500MB and DG-800B
2005-10-24	S 2003-14-20	AeroSpace Technologies of Australia Pty. Ltd.	N22B, N22S and N24A
2005-11-01		Turbomeca S.A.	Engine: Arrius 1A turboshaft

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Biweekly 2005-12			
2005-11-05		Precise Flight, Inc.	Appliance: Standby vacuum system (SVS)
2005-11-06		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-11-07		Extra Flugzeugproduktions-Und Vertriebs-GmbH	EA-300, EA-300S, ES-300L, and EA-300/200
2005-11-08		GROB-WERKE	G120A
2005-12-01		Agusta S.p.A.	Rotorcraft: A109E
2005-12-02	S 98-10-12	Revo, Incorporated	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200
2005-12-51	E	Rockwell International and Autair Ltd.	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
Biweekly 2005-13			
2005-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-08		Turbomeca S.A.	Engine: Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft
2005-12-09		Grob-Werke	G120A
2005-12-12	S 79-10-15	Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-13	S 2005-05-52	Cessna Aircraft Company	402C and 414A
2005-12-20		The Lancair Company	LC41-550FG
2005-12-51	FR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-13-01	S 2004-18-01	Hoffmann Propeller GmbH & Co KG	Propeller: HO-V343 and HO-V343K
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-09		GROB-WERKE	G120A
2005-13-10		Cessna Aircraft Company	172R, 172S, 182T, T182T, 206H, T206H
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-12		Air Tractor, Inc.	AT-300, AT-301, AT-302, AT-400, and AT-400A, AT-401/AT-402, AT-602, AT-802 and AT-802A
2005-13-13		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-13-16	S 93-24-14	The New Piper Aircraft, Inc.	PA-34-200, PA-34-200T, and PA-34-220T
2005-13-17		Agusta. S.p.A.	Rotorcraft: AB412 Series
2005-13-23	S 2003-18-03	Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2005-13-25		Turbomeca S.A.	Engine: Arriel 2B
Biweekly 2005-14			
2005-12-12	COR	Cessna	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-20	COR	Lancair Company	LC41-550FG
Biweekly 2005-15			
2005-12-51	COR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-14-11		Hartzell Propeller, Inc., McCauley Propeller, Sensenich Propeller	Propeller: See AD
2005-14-12		Hartzell Propeller	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B3MN-3, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, HC-B4MP-3, HC-B4MP-5, and HC-B5MP-3
Biweekly 2005-16			
2005-15-10		New Piper Aircraft	PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T

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Biweekly 2005-17			
2004-14-02	COR	Rolls-Royce Corporation	Engine: 250-C28, -C28B, and -C28C turboshaft
2005-16-04		Bell Helicopter Textron	Rotorcraft: 206A and 206B
2005-16-05		Robinson Helicopter Company	Rotorcraft: R-22 Series
2005-17-01		Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2
Biweekly 2005-18			
95-19-15 R1	R 95-19-15	Tiger Aircraft LLC	AA-5, AA-5A, AA-5B, AG-5B
2005-13-09	COR	GROB-WERKE	G120A
2005-17-06		Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-17-11		Cessna	525, 525A, and 525B
2005-17-15		Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-17-17		Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-17-19		Cirrus Design Corporation	SR20 and SR22
Biweekly 2005-19			
2005-18-12		Hartzell Propeller Inc. Propellers	Propeller: HC-92W, BHC-92W, HC-92Z, BHC-92Z, HC-B3P, HC-B3R, HC-B3W, BHC-B3W, HA-B3Z, HC-B3Z Hub Model Series
2005-18-20		Goodrich De-icing and Specialty Systems	Appliance: P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11
2005-18-21		Raytheon Aircraft Company	1900, 1900C, 1900C (C-12J), 1900D
2005-18-22		Raytheon Aircraft Company	390
2005-19-07		Raytheon Aircraft Company	390
2005-19-10		Turbomeca	Engine: Arrius 2 F turboshaft
2005-19-11		Lycoming Engines	Engine: AEIO-360, IO-360, O-360, LIO-360, LO-360, AEIO-540, IO-540, O-540, and TIO-540 series
Biweekly 2005-20			
2005-19-17		PZL-Swidnik S.A.	Glider: PW-5 "Smyk", PW-6U
2005-19-20		The New Piper Aircraft, Inc.	PA-28-160, PA-28-161, PA-28-180, and PA-28-181
2005-20-04		Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
Biweekly 2005-21			
2003-19-14 R2	R 2003-19-14 R1	BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN ASTIR, G103A TWIN II ACRO (aerobatic category), G103C TWIN III ACRO (aerobatic category)
2005-20-11		Rolls-Royce Corporation	Engine: 250-C28, -C28B, and -C28C turboshaft
2005-20-12	S 2004-13-01	Dowty Aerospace Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2005-20-24		Socata-Groupe Aerospatiale	TBM 700
2005-20-25		Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, 441
2005-20-26		Aviointeriors S.p.A.	Appliance: 312 box mounted seats
2005-20-38		Bell Helicopter Textron	Rotorcraft: 212, 412, and 412EP
Biweekly 2005-22			
2005-21-01	S 97-19-13	Pratt & Whitney	Engine: JT8D-200 series turbofan
2005-21-02	S 2003-24-01	MD Helicopters, Inc.	Rotorcraft: 369D, 369E, 369F, 369FF, 500N, or 600N
2005-21-03		Bell Helicopter Textron Canada	Rotorcraft: 206A, A-1, B, B-1, L, L-1, L-3, L-4
2005-21-04		Bell Helicopter Textron (Bell) and Coastal Helicopters, Inc. (CHI)	Rotorcraft: Bell Model 47D1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A; and CHI OH-13H (Tomcat Mark 5A, 6B, or 6C).
2005-22-01		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B, and C
2005-22-02		Gippsland Aeronautics Pty. Ltd.	GA8
2005-22-04		Pilatus Aircraft Ltd.	PC-12 and PC-12/45

BW 2005-22

**PRATT & WHITNEY
AIRWORTHINESS DIRECTIVE
ENGINE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-21-01 Pratt & Whitney: Amendment 39-14339. Docket No. 96-ANE-35-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 21, 2005.

Affected ADs

(b) This AD supersedes AD 97-19-13, Amendment 39-10134.

Applicability

(c) This AD applies to Pratt & Whitney (PW) JT8D-200 series turbofan engines. These engines are installed on, but not limited to, McDonnell Douglas MD-80 series and Boeing 727 series airplanes.

Unsafe Condition

(d) This AD results from five uncontained high pressure turbine (HPT) shaft failures out of thirteen HPT shaft fractures due to oil fires in the No. 4 and 5 bearing compartments. We are issuing this AD to prevent oil fires; fracture of the HPT shaft which can result in uncontained release of engine fragments; engine fire; in-flight engine shutdown; and possible airplane damage.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Installation of the Dual-Window Temperature Indicators

(f) Install two dual-window temperature indicators on the No. 4 bearing compartment scavenge oil tubes of PW JT8D-200 series turbofan engines within 90 days after the effective date of this AD.

(1) Use paragraph 1.A. of the Accomplishment Instructions of PW Alert Service Bulletin (ASB) No. JT8D A5944, Revision 5, dated October 3, 2005, to install the temperature indicators.

(2) The use of part manufacturer approval (PMA)-equivalent temperature indicators, P/N 3641, made by Telatemp Corporation, is acceptable.

Initial Visual Inspection of the Dual-Window Temperature Indicators

(g) Perform initial visual inspection of the dual-window temperature indicators installed in paragraph (f) of this AD within 65 hours time-in-service (TIS) since installation.

(h) If the color of any temperature indicator window has turned black, perform troubleshooting, diagnostic testing, and corrective action as required, using paragraph 1.B. of the Accomplishment Instructions of PW ASB No. JT8D A5944, Revision 5, dated October 3, 2005.

(i) If any temperature indicators are missing:

(1) If one temperature indicator is missing, inspect the remaining temperature indicator and perform troubleshooting, diagnostic testing, and corrective action as required, using Paragraph B.2. of the Accomplishment Instructions of PW ASB No. JT8D A5944, Revision 5, dated October 3, 2005.

(2) If both temperature indicators are missing:

(i) Perform troubleshooting, diagnostic testing, and corrective action as required, using Figure 2 of the Accomplishment Instructions of PW ASB No. JT8D A5944, Revision 5, dated October 3, 2005.

(ii) Perform both engine diagnostic tests as specified in Figure 3 and Figure 4 of the Accomplishment Instructions of PW ASB No. JT8D 5944, Revision 5, dated October 3, 2005.

(iii) If the engine fails the diagnostic tests for red indicators, do not perform the test for yellow indicators. Remove the engine from service.

(3) If the test results show an oil overtemperature condition, remove the engine from service.

(4) If the test results show no oil overtemperature condition:

(i) Replace any temperature indicator that has turned black as specified in paragraph (h) of this AD; and

(ii) Replace any temperature indicator that is missing as specified in paragraph (i) of this AD; and

(iii) Return the engine to service, and inspect as specified in paragraph (g) of this AD.

Repetitive Visual Inspection of the Dual-Window Temperature Indicators

(j) Perform repetitive visual inspections of the dual-window temperature indicators installed in paragraph (f) of this AD within 65 hours TIS since-last-inspection. Use paragraph (h) of this AD to inspect the temperature indicators.

Requirements for Thermocouple Installation for On-Wing Diagnostic Test

(k) The requirements for thermocouple installation are listed in Appendix B of PW ASB No. JT8D A5944, Revision 5, dated October 3, 2005.

On-Wing Diagnostic Test Information

(l) To perform the on-wing diagnostics test, use Appendix C of PW ASB No. JT8D A5944, Revision 5, dated October 3, 2005.

Material Incorporated by Reference

(m) You must use Pratt & Whitney Alert Service Bulletin No. JT8D A5944, Revision 5, dated October 3, 2005, to perform the inspections and tests required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5

U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700, fax (860) 565-1605. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Related Information

(n) None.

Issued in Burlington, Massachusetts, on October 3, 2005.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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BW 2005-22

**MD HELICOPTERS, INC.
AIRWORTHINESS DIRECTIVE
ROTORCRAFT
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2005-21-02 MD Helicopters, Inc.: Amendment 39-14340. Docket No. 2004-SW-13-AD. Supersedes AD 2003-24-01, Amendment 39-13770, Docket No. 2003-SW-16-AD.

Applicability: Models 369D, 369E, 369F, 369FF, 500N, or 600N with either an MD Helicopter, Inc. (MDHI) main rotor blade (blade) installed or modified with Helicopter Technology Company, LLC (HTC), Supplemental Type Certificate (STC) No. SR09172RC, SR09074RC, or SR01050LA with an HTC blade installed as listed in the following table, certificated in any category:

Helicopter model	MDHI blade part No. (P/N)	HTC blade P/N	HTC STC Nos.
369D	369D21100 Basic, -516, -517, -523	500P2100-BSC, -BSC-1	SR09172RC
369E	369D21120-501, -503	500P2100-101, -103	SR09074RC
369F, FF	369D21102 Basic, -503, -517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA
500N	369D21102-503, -517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA
600N	369D21102-517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA

Note 1: The terms "BSC" and "Basic" are interchangeable when identifying blades produced by MDHI and HTC.

Compliance: Required as indicated.

To detect fatigue cracking of the blade to prevent blade failure and subsequent loss of control of the helicopter, accomplish the following:

(a) On or before the next 50 hours time-in-service (TIS), unless accomplished previously:

(1) Determine and record the number of torque events accumulated on each blade. A torque event (TE) is the transition to a hover from forward flight or any external lift operation. Each transition to a hover from forward flight is recorded as a TE, and any external lift operation is recorded as two TEs. Forward flight is considered to be flight at any airspeed (or direction) after attaining translational lift. If you cannot determine the number of TEs, use 13,720 TEs.

(2) Continue to record the number of TEs accumulated (actual usage) throughout the life of the blades along with hours TIS. On or before accumulating an additional 200 TEs or at the end of each day's operations, whichever occurs first, record and update the accumulated TEs total.

(b) For each blade that has accumulated 13,720 or more TEs and 750 or more hours TIS, before further flight, unless accomplished previously, and thereafter at intervals not to exceed 200 TEs or 35 hours TIS, whichever occurs first, perform a main rotor blade torque event inspection.

Note 2: MD Helicopters, Inc. Maintenance Manual CSP-HMI-2, Revision 36, section 62-10-00, paragraph 8, Main Rotor Blade Torque Event Inspection, pertains to the subject of this AD.

(c) If a crack is found, replace the blade with an airworthy blade before further flight.

Note 3: MDHI Maintenance Manual CSP-HMI-2, Section 20-30-00 Main Rotor Blade Painting pertains to the subject of this AD. This section of the maintenance manual recommends painting the inboard 24 inches (not to be exceeded) of the blade gloss white to aid in detecting a crack; and if this is done, painting all blades alike and rebalancing them.

Note 4: TEs are used only to establish an additional inspection interval and not to establish an alternative retirement life.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, Transport Airplane Directorate, for information about previously approved alternative methods of compliance.

Note 5: Complying with the inspection procedures in the Accomplishment Instructions, paragraphs 2.B.(2). and 2.B.(3)., of MD Helicopter Inc. Service Bulletin (SB) SB369H-245R2, SB369E-095R2, SB500N-023R2, SB369D-201R2, SB369F-079R2, SB600N-031R2, dated February 4, 2004, constitutes an approved alternative method of conducting the inspection required by paragraph (b) of this AD.

Note 6: Complying with the Inspection Instructions procedures in paragraphs 2 and 3 of HTC Mandatory SB, Notice No. 2100-3R3, dated January 5, 2004, constitutes an approved alternative method of conducting the inspection required by paragraph (b) of this AD.

(e) This amendment becomes effective on November 1, 2005.

Issued in Fort Worth, Texas, on October 7, 2005.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 05-20678 Filed 10-14-05; 8:45 am]
BILLING CODE 4910-13-P

**BELL HELICOPTER TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
ROTORCRAFT
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2005-21-03 Bell Helicopter Textron Canada: Amendment 39-14341. Docket No. FAA-2005-21680; Directorate Identifier 2004-SW-48-AD.

Applicability

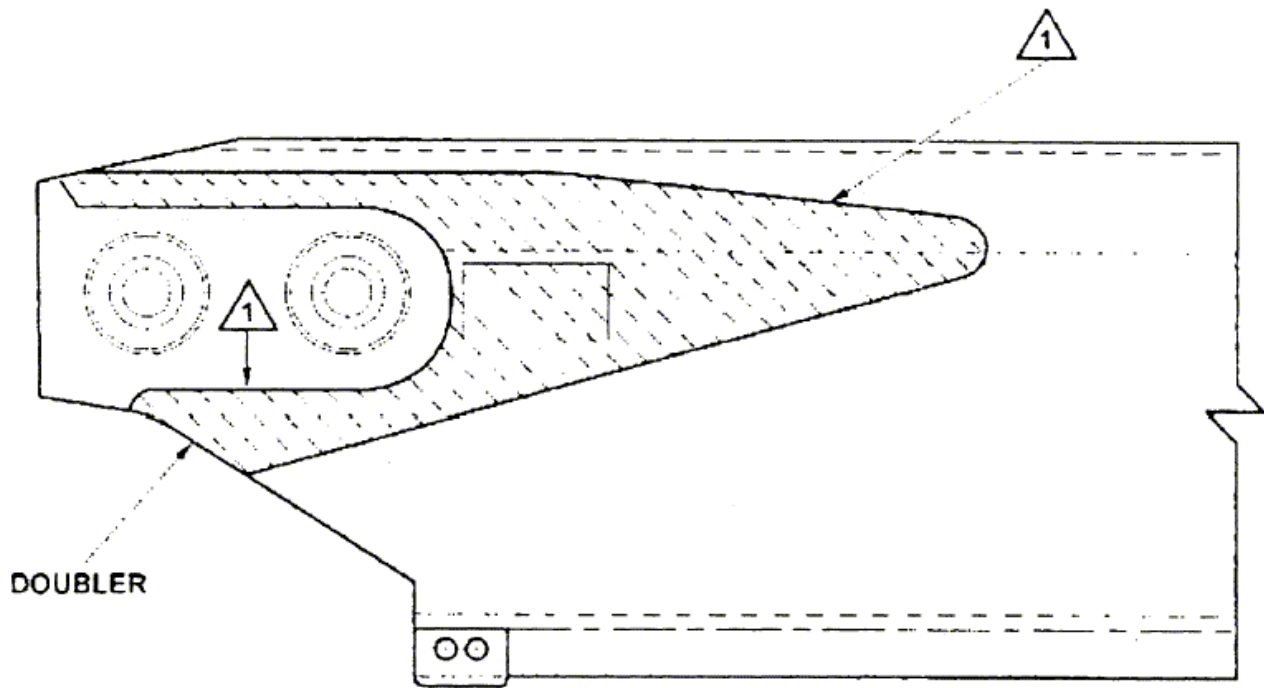
Model 206A, A-1, B, B-1, L, L-1, L-3, L-4 helicopters, with tail rotor blade (blade), part number (P/N) 206-016-201-131, serial numbers with a prefix of "CS" and 4820 through 4845, installed, certificated in any category.

Compliance

Required as indicated, unless accomplished previously.

To prevent loss of a blade, loss of tail rotor control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before the first flight of each day, clean each blade and visually check the blade root doublers for an edge void or de-bond on both sides of each blade as depicted in Figure 1 of this AD. An owner/operator (pilot), holding at least a private pilot certificate, may perform this visual check and must enter compliance with this paragraph into the helicopter maintenance records by following 14 CFR sections 43.11 and 91.417(a)(2)(v).



NOTE

1 Inspect the doubler for an edge void or de-bond on both sides of each blade.

(b) If an edge void or a de-bond is found, before further flight, replace the blade with an airworthy blade with a serial number other than those to which this AD applies.

(c) Within 100 hours time-in-service, replace all affected, serial-numbered blades with airworthy blades with a serial number other than those to which this AD applies.

Note 1: Bell Helicopter Textron Alert Service Bulletin Nos. 206-04-101 and 206L-04-131, both dated September 13, 2004, pertain to the subject of this AD.

(d) Replacing an affected, serial-numbered blade with an airworthy blade without an affected serial number contained in the applicability section of this AD constitutes terminating action for the requirements of this AD for that blade.

(e) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(f) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the blade may be replaced provided that no doubler edge void or de-bond is found during any check or inspection.

(g) This amendment becomes effective on November 21, 2005.

Note 2: The subject of this AD is addressed in Transport Canada, Canada AD No. CF-2004-25, dated November 23, 2004.

Issued in Fort Worth, Texas, on October 7, 2005.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05-20677 Filed 10-14-05; 8:45 am]

BILLING CODE 4910-13-P

**BELL HELICOPTER TEXTRON (BELL) AND COASTAL HELICOPTERS, INC. (CHI)
AIRWORTHINESS DIRECTIVE
ROTORCRAFT
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2005-21-04 Bell Helicopter Textron (Bell) and Coastal Helicopters, Inc. (CHI) (formerly Continental Copters, Inc.; and Tom-Cat Helicopters, Inc.): Docket No. FAA-2005-21725; Amendment No. 39-14342; Directorate Identifier 2004-SW-45-AD.

Applicability

The following helicopter models with the referenced Texas Helicopter Co., Inc. (THC) scissors assembly part number (P/N) or weld assembly scissors bracket P/N installed as a Parts Manufacturer Approval (PMA) replacement part or as part of the modification in accordance with Supplemental Type Certificate (STC) No. SH2772SW, certificated in any category.

Model	With scissors assembly P/N	Or weld assembly scissors bracket P/N
(1) Bell Model 47D1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A; and	74-150-949-9 or 74-150-949-5 or 74-150-249-5M.	74-150-117-13M.
(2) CHI OH-13H (Tomcat Mark 5A, 6B, or 6C).		

Compliance

Required as indicated, unless accomplished previously.

To prevent using a scissors assembly or weld assembly scissors bracket past it's life limit, which could result in failure of the part and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 60 days, determine and record on the service record or equivalent record the total hours time-in-service (TIS) of each affected part. If the TIS hours cannot be determined, replace the part with an airworthy part with known hours TIS before further flight.

(b) Thereafter, replace each affected part before it accumulates 5,000 hours TIS.

Note: Texas Helicopter Co., Inc. Service Bulletin No. SB 003, dated December 1, 2002, pertains to the subject of this AD.

(c) This AD establishes a life limit of 5,000 hours TIS for each affected PMA-produced scissors assembly and each affected PMA-produced weld assembly scissors bracket.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Rotorcraft Certification Office, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(e) This amendment becomes effective on November 21, 2005.

Issued in Fort Worth, Texas, on October 7, 2005.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05-20680 Filed 10-14-05; 8:45 am]

BILLING CODE 4910-13-P

**SIKORSKY AIRCRAFT CORPORATION
AIRWORTHINESS DIRECTIVE
ROTORCRAFT
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2005-22-01 Sikorsky Aircraft Corporation: Amendment 39-14345. Docket No. FAA-2005-22757; Directorate Identifier 2005-SW-32-AD.

Applicability

Model S-76A, B, and C, with a main rotor hub pilot fitting (pilot fitting), part number (P/N) 76103-08003-101, with 1500 or more hours time-in-service (TIS), installed, certificated in any category.

Compliance

Required as indicated.

To prevent failure of a bifilar lug, damage to the main rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, inspect the lower bifilar arm assembly for a crack in the lug attachment area. Conduct the inspection of the lower bifilar arm assembly by following the Accomplishment Instructions, paragraph 3.A.(1) through 3.A.(6), of Sikorsky Alert Service Bulletin No. 76-65-62, dated December 14, 2004 (ASB).

(1) If you find a crack on any bifilar arm assembly lug, before further flight, replace the bifilar arm assembly with an airworthy bifilar arm assembly.

(2) If no crack is found at the initial inspection, perform a one-time torque test. Perform the torque test and the additional torque procedures as stated in the Accomplishment Instructions, paragraph 3.B.(1) through 3.B.(3) of the ASB. The torque test is not required at the recurring inspection intervals of the lower bifilar arm assembly.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Boston Aircraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

(c) Inspect the lower bifilar arm assembly and perform the torque test by following the specified portions of Sikorsky Alert Service Bulletin No. 76-65-62, dated December 14, 2004. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Tech Support, 6900 Main Street, Stratford, Connecticut 06614, phone (203) 386-3001, fax (203) 386-5983. Copies may be inspected at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(d) This amendment becomes effective on November 10, 2005.

Issued in Fort Worth, Texas, on October 17, 2005.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05-21256 Filed 10-25-05; 8:45 am]

BILLING CODE 4910-13-P

**GIPPSLAND AERONAUTICS PTY. LTD.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2005-22-02 Gippsland Aeronautics Pty. Ltd.: Amendment 39-14346; Docket No. FAA-2005-22639; Directorate Identifier 2005-CE-48-AD.

When Does This AD Become Effective?

- (a) This AD becomes effective on November 17, 2005.

Are Any Other ADs Affected by This Action?

- (b) None.

What Airplanes Are Affected by This AD?

- (c) This AD affects Model GA8 airplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

- (d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Australia. We are issuing this AD to prevent failure of the forward cargo door slide caused by cracks, excessive wear, or excessive width. This failure could result in the cargo door detaching from the airplane in flight, potentially causing damage by hitting the back end of the airplane.

What Must I Do To Address This Problem?

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Do the following: (i) Inspect the upper and lower grooves of the forward cargo door slide for cracks and excessive wear; and (ii) Measure the width of the grooves to ensure the grooves are no more than 0.145 inches in width (excessive width).	Initially within the next 20 hours time-in-service (TIS) after November 17, 2005 (the effective date of this AD). Repetitively thereafter at intervals not to exceed 100 hours TIS.	As specified in Gippsland Aeronautics Mandatory Service Bulletin SB–GA8–2005–23, Issue 2, Date of Issue: September 13, 2005.

Actions	Compliance	Procedures
(2) If any crack, excessive wear, or excessive width is found during any inspection required in paragraph (e)(1) of this AD, replace the door slide with a new door slide, part number GA8-521022-149.	Replace before further flight after the inspection in which the damage is found. After the replacement, continue with the repetitive inspections required by paragraph (e)(1) of this AD.	As specified in Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2005-23, Issue 2, Date of Issue: September 13, 2005.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) Australian AD Number AD/GA8/3, dated September 27, 2005, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2005-23, Issue 2, Date of Issue: September 13, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Gippsland Aeronautics, PO Box 881, Morwell, Victoria 3840, Australia; telephone: +61 (0) 3 5172 1200; facsimile: +61 (0) 3 5172 1201; e-mail: support@gippsaero.com. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is Docket No. FAA-2005-22639; Directorate Identifier 2005-CE-48-AD.

Issued in Kansas City, Missouri, on October 18, 2005.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-21176 Filed 10-24-05; 8:45 am]
BILLING CODE 4910-13-P

**PILATUS AIRCRAFT LTD.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2005-22-04 Pilatus Aircraft Ltd.: Amendment 39-14348; Docket No. FAA-2005-22018; Directorate Identifier 2005-CE-41-AD.

When Does This AD Become Effective?

- (a) This AD becomes effective on December 12, 2005.

What Other ADs Are Affected by This Action?

- (b) None.

What Airplanes Are Affected by This AD?

- (c) This AD affects Models PC-12 and PC-12/45 airplanes, manufacturer serial numbers (MSN) 101 through MSN 625, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

- (d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified in this AD are intended to detect and correct the nose landing gear (NLG), main landing gear (MLG), and MLG shock absorber assemblies that are affected by hydrogen embrittlement, which could result in failure of the landing gear. This failure could lead to nose or main landing gear collapse during operation with consequent loss of airplane control.

What Must I Do To Address This Problem?

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
<p>(1) Maintenance Records Check:</p> <p>(i) <i>For MSN 101 through MSN 471 and MSN 473 through MSN 482:</i> Check the maintenance records to determine whether the following replacements have been made:</p> <p>(A) Nose landing gear (NLG) assemblies, part number (P/N) 532.20.12.038 and P/N 532.20.12.039 with serial numbers (S/N) AM 001 through AM 045 and AM 048 through AM 054;</p> <p>(B) Main landing gear (MLG) assemblies, P/N 532.10.12.049 and P/N 532.10.12.050 with S/N AM 001 through AM 027, AM 029 through AM 045, AM 047 through AM 050, AM 052, and AM 053; and</p> <p>(C) MLG shock absorber assemblies, P/N 532.10.12.175, with S/N AM 001 through AM 017, AM 019, AM 021 through AM 063, AM 065 through AM 070, AM 072 through AM 074, AM 080, AM 084, AM 086, AM 089, AM 090, AM 093 through AM 096, AM 099, AM 103 through AM 107.</p> <p>(ii) <i>For MSN 472 and MSN 483 through MSN 625:</i> Verify that the S/N parts identified in paragraphs (e)(1)(i)(A), (e)(1)(i)(B), and (e)(1)(i)(C) of this AD have not been installed.</p> <p>(iii) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may make this check. You must make an entry into the aircraft records that shows compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>	<p>Within the next 100 hours time-in-service (TIS) or 12 calendar months after December 12, 2005 (the effective date of this AD), whichever occurs first, unless already done.</p>	<p>No special procedures necessary to check the maintenance records.</p>
<p>(2) If you find as a result of the check required by paragraph (e)(1)(i) of this AD that there is no record of the specified assembly replacement, or as a result of the check required by paragraph (e)(1)(ii) of this AD that parts have been installed in service, then inspect:</p> <p>(i) The NLG assemblies, P/N 532.20.12.038 and P/N 532.20.12.039, for any S/N that starts with AM 001 through AM 045 and AM 048 through AM 054.</p> <p>(ii) The MLG assemblies, P/N 532.10.12.049 and P/N 532.10.12.050, for any S/N that starts with AM 001 through AM 027, AM 029 through AM 045, AM 047 through AM 050, AM 052, and AM 053.</p> <p>(iii) The MLG shock absorber assemblies, P/N 532.10.12.175, for any S/N that starts with AM 001 through AM 017, AM 019, AM 021 through AM 063, AM 065 through AM 070, AM 072 through AM 074, AM 080, AM 084, AM 086, AM 089, AM 090, AM 093 through AM 096, AM 099, and AM 103 through AM 107.</p> <p>(iv) You may choose to do the inspection without doing the maintenance records check.</p>	<p>Within the next 100 hours time-in-service (TIS) or 12 calendar months after December 12, 2005 (the effective date of this AD), whichever occurs first, unless already done.</p>	<p>Follow Pilatus PC12 Service Bulletin No. 32-016, dated March 11, 2004.</p>

Actions	Compliance	Procedures
<p>(3) If during the inspection required by paragraph (e)(2) of this AD, you find:</p> <p>(i) Any NLG assembly, P/N 532.20.12.038 and P/N 532.20.12.039, with any S/N that starts with AM 001 through AM 045 or AM 048 through AM 054, replace the NLG specific components with new components.</p> <p>(ii) Any MLG assembly, P/N 532.10.12.049 and P/N 532.10.12.050, with any S/N that starts with AM 001 through AM 027, AM 029 through AM 045, AM 047 through AM 050, AM 052, or AM 053, replace the MLG specific components with new components.</p> <p>(iii) Any MLG shock absorber assembly, P/N 532.10.12.175, with any S/N that starts with AM 001 through AM 017, AM 019, AM 021 through AM 063, AM 065 through AM 070, AM 072 through AM 074, AM 080, AM 084, AM 086, AM 089, AM 090, AM 093 through AM 096, AM 099, or AM 103 through AM 107, replace the MLG shock absorber specific components with new components.</p>	<p>Before further flight after the inspection required by paragraph (e)(2) of this AD.</p>	<p>Follow Pilatus PC12 Service Bulletin No. 32-016, dated March 11, 2004.</p>
<p>(4) Do not install:</p> <p>(i) Any NLG assembly, P/N 532.20.12.038 and P/N 532.20.12.039, with any S/N that starts with AM 001 through AM 045 or AM 048 effective through AM 054.</p> <p>(ii) Any MLG assembly, P/N 532.10.12.049 and P/N 532.10.12.050, with any S/N that starts with AM 001 through AM 027, AM 029 through AM 045, AM 047 through AM 050, AM 052, or AM 053.</p> <p>(iii) Any MLG shock absorber assembly, P/N 532.10.12.175, with any S/N that starts with AM 001 through AM 017, AM 019, AM 021 through AM 063, AM 065 through AM 070, AM 072 through AM 074, AM 080, AM 084, AM 086, AM 089, AM 090, AM 093 through AM 096, AM 099, or AM 103 through AM 107.</p>	<p>As of December 12, 2005 (the effective date of this AD)</p>	<p>Not Applicable.</p>

Note 1: AD 2002-14-22, issued on July 8, 2002 (67 FR 46582), and AD 2004-06-05, issued on March 15, 2004 (69 FR 13712), are still applicable.

Note 2: The FAA recommends that you send any removed parts or assemblies to Pilatus.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) Swiss AD Number HB-2005-168, dated May 3, 2005, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Pilatus PC12 Service Bulletin No. 32-016, dated March 11, 2004. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 6208; facsimile: +41 41 619 7311; e-mail: SupportPC12@pilatus-aircraft.com or from Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021; telephone: (303) 465-9099; facsimile: (303) 465-6040. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-22018; Directorate Identifier 2005-CE-41-AD.

Issued in Kansas City, Missouri, on October 19, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-21255 Filed 10-25-05; 8:45 am]

BILLING CODE 4910-13-P